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HIGH SCHOOL NEWS SERVICE REPORT

Published monthly during the school year by the High School News Service, a Department of Defense activity located at Great Lakes, Ill., and distributed free of charge to high schools, colleges and universities requesting the service.

Purpose of the HSNS REPORT is to inform students, through counselors and advisors, of their responsibilities and opportunities in the Armed Forces of the United States of America. Any material appearing herein may be reprinted. Printed with appropriated funds in compliance with NAVEXOS P-35.

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Ecology

Msgt Charles LaCroix

LIFE IN the world today is placing increasing pressure on our natural resources. There is only so much land, water and air, and when they're gone.... Industrial development and urbanization created environmental problems of such magnitude that positive action to curb pollution is demanded.

Citing two examples, this year the State of Michigan banned all game fishing on Lake St. Clair due to the high degree of mercury pollution. The State of Ohio curtailed all commercial fishing on the southern portions of Lake Erie into which Lake St. Clair flows.

If we do not heed the every day message life is trying to tell us, there will be no natural resources to worry about in the future.

One of the lesser stories known about the Air Force concerns its management of some 11 million acres of land, an area greater than Massachusetts and Vermont combined.

Special attention to natural resources became apparent with the rapid construction of air bases during World War II. Many of them were located in the semi-arid Southwest, where the operation of aircraft depended on the effective control of dust and erosion. To avoid compounding the problem today, new Air Force facilities are not constructed unless ample provisions are made for the control of environmental pollution.

THE AIR FORCE is concerned with many of the problems in conserving our natural resources. Its programs include air and water pollution abatement, multiple use of land, fish and wildlife management, soil and water conservation and base beautification.

To determine where pollution exists, air and water pollution surveys are conducted at all Air Force installations throughout the United States and its possessions. Emphasis on pollution abatement is placed on the reduction of waste at the source.

A survey of waste producers was launched to determine if their waste material could be changed to eliminate potential pollutants. The survey established that control could be brought about by decreasing the ash content in solid fuel, by decreasing the fuel sulfur content and by changing the grade of fuel.

AIR AND WATER pollution observation and containment is an important part of the Air Force conservation program. Central planning committees are formed at each installation to keep the commander informed on all conservation projects. These committees are comprised of individuals from civil engineering; medical personnel and veterinary services; security and law enforcement; information office; operations and base conservation clubs; as well as federal and state conservation officials and local civilian sportsmen.

The Air Force expects to correct all of its sources of water pollutants by Fiscal Year 1972 and air pollution sources by Fiscal Year 1973.

IN LAND management, the Air Force policy is to conserve the use of soil and water required for military use. This ranges from the economical maintenance around runways to the management of vast desert, grazing and forest lands. In areas where Air Force use is least intensive, one or more secondary uses, such as mineral exploitation, recreation, forest management, or cultivating crops, may be possible.

The total subsidy for use of land under Air Force jurisdiction in this country for agriculture, grazing, and recreation covers approximately 495,000 acres and returns $244,000 in annual receipts to the U.S. Treasury.

There are 56 installations with sufficient land and water resources to warrant fish and wildlife management.

Air Force fish and wildlife management dates back to 1949. During that year, a Federal law established a fish, wildlife, and game conservation program at Eglin Air Force Base, Florida.

IN 1956, THE Air Force began an exhaustive, centrally monitored Air Force-wide fish and wildlife conservation program. More than five million acres are now allocated. Excellent fish-

ing can be found in 426 miles of streams and 8,169 acres of lakes and ponds within the boundaries of Air Force facilities.

Bases in conjunction with the U.S. Fish and Wildlife Service, the Department of Interior and Agriculture and state conservation agencies, have stocked everything from rainbow trout to wild boar.

Each year the Air Force Chief of Staff presents two installations with the General Thomas D. White Conservation of Natural Resources Award for conducting the most outstanding conservation programs. One is for bases with more than 2,000 acres and the other for facilities with less than 2,000 acres.

The Air Force assumed a more direct and active role in forest land management since outleasing of those areas was not feasible. During the last decade, Congress provided that money received from the sale of timber products could be reinvested in forest improvement. Prior to this period most forests on Air Force installations were subjected to some abuse and neglect.

IN APPLYING modern management to more than 600,000 acres of forest land, the Air Force has regenerated over 50,000 acres of previously understocked land. Reforestation is now proceeding on nearly 8,000 acres annually.

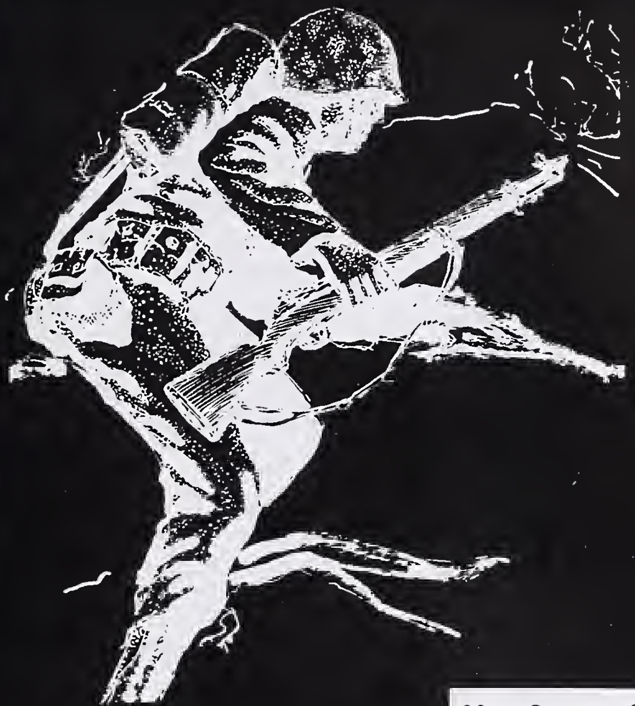
On bases where flying is conducted, airfield clearance requires that certain areas near runways and taxiways be visually clear and smooth for emergency traffic.

In areas such as these, large amounts of vegetation play an important role. They preserve the soil and water by increasing absorption, slowing the runoff of excess water.

THE NEW WORD in base conservation is beautification. Officials now recognize the benefits from improved appearance of buildings and installations and the decided effect they have on mission effectiveness.

In previous construction projects, landscape improvements were the first items cut in the interest of economy. Now the Air Force requires that all construction projects include landscape beautification as part of the basic design.

A great number of Air Force personnel are making conservation a personal crusade. Many more, although not actively participating, are aware of the program. The goal is to make everyone aware of the fact that there is just so much land, water and air; these are our natural resources; they must be protected---NOW.



ARMY BASIC TRAINING

SSgt George Shuttleworth

ALL U.S. Army Basic Training Centers are melting pots where men are molded into professional soldiers. Basic trainees are short, tall, stout, thin and from all races, colors and creeds. They come from all the fifty states and foreign countries too. For many, this is their first time away from home.

Four days are required for in–processing, testing, interviews and issue of clothing. This is referred to as "Zero" week.

At the completion of in-processing, trainees are transported to their training unit. Once there, they are assigned to one of four platoons, each consisting of approximately 45 men. These platoons are in constant competition for the most outstanding platoon award.

In addition to other skills and techniques learned, teamwork is the key to success for the unit. Working together and helping each other becomes a way of life.

ONCE ASSIGNED, the trainee will be introduced to the man who is to become his father, teacher, counselor and disciplinarian for the next eight weeks. He is known as the Drill Sergeant.

This sergeant is an expert infantryman, a graduate of the Drill Sergeant School and in most cases a combat veteran. He stands tall and erect. His uniform is immaculate from his highly polished shoes to his "Smokey the Bear" hat. His voice is strong and authoritative at all times. From the start, his job is to train and he knows his business.

After welcoming the trainees to the platoon he will assure that the necessary equipment needed is drawn from the supply room. Here each man is issued his field gear, weapon and bedding.

Back at the barracks everyone assembles around a sample display of a wall locker, foot locker and bunk. The Drill Sergeant gives the instructions on how this gear must be kept at all times.

Once bunks are assigned and all is in order, he informs trainees as to the time of the next formation. Still slightly confused they march to their first class.

DURING THE eight weeks of training, each trainee receives instruction in 27 different subjects totaling 352 hours. Additional time is spent in care, cleaning and maintenance of barracks, weapons, field gear and military clothing.

The intensive training program includes 95 hours of instruction in basic rifle marksmanship, 29 hours in physical training, 22 hours in physical contact and confidence training (bayonet drills and hand-to-hand combat practice). Shorter amounts of time are spent on combat first aid, hand grenades, guard duty and military courtesy.

Learning to march may not look difficult, but "getting it together" takes practice. Close order drill is the name of the game and can be fun once all the movements are mastered. However, in the eyes of the Drill Sergeant, it seems that everyone has two left feet.

Military law is taught. A basic knowledge of the military court system, individual entitlements, what comprises the three types of courts-martial and the Uniform Code of Military Justice will be covered.

TRANSFORMATION INTO a soldier is taking place as the tempo increases. Now trainees prepare for the Saturday morning inspection.

Each must shine his shoes until he can see his face in them. Bunks will be tight enough to bounce a quarter six inches high. Wall and foot lockers must be displayed as prescribed by the Drill Sergeant. Passing these inspections in the weeks to come will determine whether or not the trainee receives a pass for the week-end.

Preparation for the Physical Combat Proficiency Test (PCPT) begins with a one mile run the first morning. After the run, regular physical training classes turn to a series of exercises known as the "Daily Dozen". They consist of push-ups, deep knee bends, high jump and a few more.

Many eight hour days are spent at the rifle range. Time goes by quickly as the trainee becomes more proficient with each shot. The goal on the range is to shoot for the coveted Marksman, Sharpshooter or Expert badge.

More classes follow and testing, both written and practical are being conducted. Each individual must know the fighting mans Code of Conduct by

memory. General Orders for guard duty and the manner in which it is performed is another part of the training required.

ASTONISHMENT IS the look on the faces of the men as they get their first glimpse of the Confidence Course. The tough, tricky obstacles require confidence, courage and stamina to overcome.

Most of the obstacles are constructed of wooden logs. There are walls to climb, a log railing that elevates from ground level to ten feet high requires each trainee to walk to the top. Oversized ladders and a network of old tires requires the agility and speed of a football player. Unlike the other phases of training, the Confidence Course is a voluntary one.

Pugil stick training combines confidence and bayonet training. Two opponents of approximate size are paired off and dressed in safety equipment (chest protector, knee pads and football helmet with face guard).

Each is given a stick made of a long piece of wood padded at each end, having the same length and weight as the M-14 rifle with bayonet. An ensuing battle which follows incorporates all the bayonet training plus the qualities of a good sportsman.

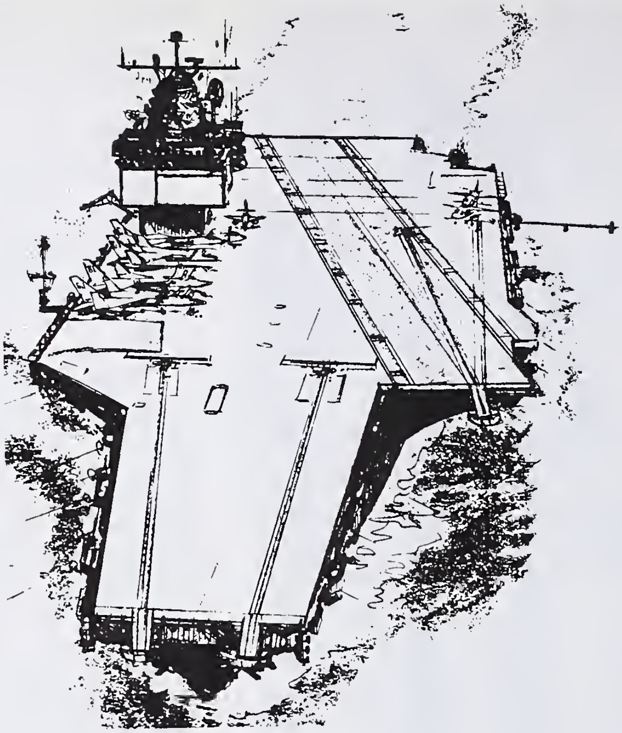
THROUGHOUT THE training cycle the trainee marches the five miler and exercises the Daily Dozen. Now he is ready for the big one. . .the Physical Combat Proficiency Test.

Some of the events include climbing the 36 rung overhead ladder in less than one minute, a forty yard run in less than 36 seconds and the mile run. Without the minimum 300 points required to pass, the trainee faces possible re-cycle.

Time goes by quickly during training and the eighth week is soon upon the trainee. Wearing Class "A" uniforms, they march together for the last time. Everyone is glad its over, but a sense of remorse persists as each bids the other farewell.

Graduation brings a feeling of self-pride and accomplishment. Wherever the new soldier goes. . .whatever he does. . .he'll never forget his eight weeks of Basic Training.

Floating Cities



JOCM Ed Nelson

DESPITE NAVAL aviation's impressive World War I debut--growing to 16,000 men and 500 aircraft operating from 26 overseas air stations--it was not until 1922 that a Navy coal ship was converted to an aircraft carrier and renamed the USS Langley.

Nicknamed "The Covered Wagon" because of her then unique silhouette, the Langley had a flight deck measuring 534 by 64 feet. Since then the aircraft carrier has come a long way.

World War II saw the carrier replace the battleship as the foremost instrument of naval warfare. The turning point, for carriers as well as the Pacific War, was the Battle of Midway. During this four-day melee the Japanese lost a major portion of their veteran carrier force.

SPEARHEADED BY planes from the U.S. carriers Yorktown, Enterprise and Hornet, the smaller American force sank the Japanese carriers Akagi, Kiryu, Kaga and Soryu. On our side, the Yorktown damaged by enemy air attacks, was finally sunk by a Japanese submarine.

Every American is familiar with the hulking lines of the aircraft carrier. These 80,000-ton giants, crammed with the most modern jet aircraft, weapons and electronic gear, that cruise a distance of 600 miles in 24 hours, have a way of cropping up in news photos and on TV film. Yet, life aboard a carrier remains a mystery to all but a few outside the Navy.

Sometimes called "floating cities", there are plenty of astounding facts about the ship itself. It has a telephone system with more than a thousand numbers, four propellers each with a height of a two-story house, kitchens that feed 10 tons of chow a day, its own television studio, and so on. But, it is probably the feel or spirit of a big ship that is most astounding to the landlubber.

When they return from a long deployment to their home port in the United States, thousands of happy faces line the pier as the sweethearts, wives and children of the crew greet them.

WHEN THE nuclear powered USS Eisenhower joins the fleet of giant aircraft carriers in the mid-1970's, she will be the 68th successor to the Langley. The carriers and life aboard them have changed, but the life still requires sweat, skill and at times courage. The Eisenhower will be capable of accommodating 6,287 persons.

By the time she makes her first underway flight operation there will be over 4,000 veteran and "boot" sailors aboard experiencing the unique environment of the Navy's largest floating city.

People could work for weeks without seeing daylight. They could work for a year or more in one part of the maze and never see the other parts.

LIVING INSIDE the carrier is like living in a giant, throbbing heart. In the air, a steady beat and hum is accented by crashes and bangs. In time the new sailors get to know what they mean.

Life onboard is, of course, totally dominated by aircraft. The sound of planes being launched and recovered is heard throughout the ship.

Living is made easy aboard an aircraft carrier. Although Navy ships are dry and without women, there are many factors which compensate for the lack of social activities at sea.

There is no need to spend any money while aboard: laundry, dry cleaning, haircuts, shoe repairs and tailoring are free. So is the food and most carriers serve excellent meals 21 hours a day, with an hour's break for changing the menu three times daily.

Accommodations are spacious compared with ships of the past. Enlisted berthing compartments have air conditioning, foam rubber mattresses, individual bunk lights, and multiple channel radio outlets. Many carriers have extended their television circuit to the lounge areas of berthing spaces.

Those who desire a break from Navy chow can purchase light snacks in the "gedunk" which sells in drugstore fashion--ice cream sodas, popcorn, cookies, candy, etc. Customs and tax free items are available in a number of small stores scattered throughout the ship.

SO VAST is the carrier that it takes about two weeks to get climatized to work on board; it takes that long to find one's way around. Although two moving escalators descending through five decks help crewmen conserve energy, they manage to get considerable exercise each day just moving about the ship.

Like any city the carrier has its own movies--projected on the Hangar Deck--a closed-circuit TV station, athletic teams, clergymen, library, and a complete hospital with four doctors, 41 hospital corpsmen and berthing spaces for 80 patients.

Its dental department copes with up to 200 patients a week and has its own prosthetic laboratory where dentures are made. The officers and crew even have a daily newspaper at breakfast when the ship is underway.

UNLIKE MOST cities with a similar population of 5000, every inhabitant puts in a full day's work on an aircraft carrier that is seldom less than ten hours and frequently as long as 16 to 18 hours.

The work maybe hard and dangerous. General quarters and fire drills punctuate the week. But the mission of the carrier is accomplished with the sweat and skills of the men who make her a living entity.

Of course the aircraft carrier with her brood of escorting destroyers is not always at sea, and her men are not always working.

Underway periods are frequently broken by visits to exotic ports of call such as Barcelona, Yokosuka, Hong Kong and Rio De Janeiro to mention a few. The cultural exchange that takes place when Navymen visit a foreign port remains one of the highlights of life aboard an aircraft carrier.

POWER BEHIND THE FORCE

Sgt W. R. Schrum

WHEN A patrol deep in enemy territory is surrounded, pinned-down, and faces almost certain annihilation, who does it call upon for help?

One of the first ones called is the Artillery. Commonly known as "Arty", he has saved many a patrol from defeat by pounding the enemy with his powerful fists, until a safe evacuation route is secured.

The originators of artillery is a debatable question. Some experts believe the Chinese were the first to use it, while others think it was the Arabs who gave birth to "Arty".

No matter what, artillery, in its form today, did not begin until the introduction of gunpowder in Europe, about the 13th century.

"Arty" has come in many interesting forms throughout the years. From the 15-inch gun that fired a 160-pound rock through walls and gates of besieged forts and castles, to the eight-inch weapon that can blast targets up to 20 miles away, he has advanced into a mighty fire power over the past 700 years.

To work with "Arty", cannoneers have to know him inside and out. To do this they go to one of the schools offered by either the Marine Corps or the Army.

THE ARMY'S school at Fort Sill, Oklahoma, is also used by Marines. Each year over one thousand Marines along with artillery-men from many free nations go through one of the 54 courses taught there.

Marines not only attend the classes at Ft. Sill, but work as instructors in three of the school's instructional departments; Gunnery, Target Acquisition, and Tactics/Combined Arms.

In the Gunnery Department, Leathernecks teach the principles and application of field artillery, gunnery, cannon and rocket artillery, along with ballistics and the use of electronic and other computation equipment.

Target Acquisition students learn employment, operation, and maintenance of target acquisition, survey and meterological equipment and the employment of electronic countermeasures pertaining to target acquisition devices.

The Tactics/Combined Arms Department teaches artillery staff procedures, nuclear weapons employment and the principles of field artillery tactics.

THE OFFICIAL Marine Corps

School of Artillery is located at Camp Pendleton, Calif. Marines report there immediately after completing boot camp and infantry training.

This school is divided into three divisions, largest of which is the Field Artillery Batteryman. This is a four-week course that trains the man who actually fires the gun.

The first three weeks cover the fundamentals the cannoneer must know before attempting to fire "Arty".

Included in these fundamentals are; basic mathematics, safety measures, firing procedures, methods of field operation, and "registration", or how to hit the target.

The final week is spent firing the weapon. The effects of weather conditions, the types of ammunition, high angle fire and other items are added to the cannoneers expanding knowledge of "Arty".

FIELD ARTILLERY Fire Control is the second division of the school. This course is concerned with the technical aspects of aiming the big guns.

The fire controller receives data from forward observers, translates it to his charts and determines the adjustments necessary on the weapon to bring the rounds onto the target. This section has been termed the most difficult of the school.

Students of the Field Artillery Scout Observer Course must learn mapping communications, target location and identification, and fire adjustment.

The graduate of this course becomes a member of the five-man Forward Observer Team, attached to every infantry company in the Marine Corps. This job takes him to the face of the enemy, where he must direct supporting artillery fire on vital positions.

When they get to their assigned batteries (artillery units) the cannoneers find out fast what they missed in school.

They also learn to get "Arty" ready to fire faster than some men can get a rifle ready.

Staff Sergeant Donald R. Singer of "M" Battery, 12th Marines, termed a good reason for speed, "When those guys are getting hit by the Viet Cong and call for artillery, seconds can count."

SSgt. Singer was with "M" Battery when the 12th Marines took part in "Operation Hastings", to gain control of an area soon to be known as Camp J.J. Carroll.

BEFORE BECOMING Camp Carroll, the area was known as Artillery Plateau. This was an appropriate name, in that, amassed on this 750-foot high plateau was undoubtedly the greatest concentration of artillery in the Republic of South Vietnam.

Here, along with Marine 155mm Howitzers, 105mm field pieces, tanks, Ontos (tracked vehicles carrying six 105mm guns), and mortars, were Army long range 175mm guns. It was an awesome assembly that could reach out and grab "Charlie" over the entire width of South Vietnam.

"No matter where we went or when, we never felt safe. We knew that at any moment we might be caught in the middle of an artillery barrage and my men lived in constant fear of this", stated a captured Viet Cong lieutenant.

"Arty" could be termed as a big brother to the troops in Vietnam, and in every case they're glad he's watching them.

THE COAST GUARD GOES FISHING

JOC Milt Duby

THE OLD fishing hole isn't like it used to be!

You just don't plunk your line in, lie back and wait for the big one to come along. It's long cold back breaking work. It's wet lonely vigils, sometimes far from home. It's thoughts of vanishing species and how it used to be. It's international treaties and, "here comes the Coast Guard!"

As one of the leading maritime powers of the world, the United States has subscribed to many conservation agreements. Its first such treaty was negotiated as far back as 1783 in the Treaty of Versailles. Even then, this was by no means a new idea. Centuries before, the maritime countries of Europe has entered into many similar treaties. By 1783, the pattern was already well established.

The task of enforcing the conservation treaties to which the United States is a party, is in the hands of the Coast Guard, a part of the Department of Transportation and our chief Federal agency for marine law enforcement and maritime safety. Its powers vary from treaty to treaty, depending on how much authority has been entrusted to it by the agreement in question.

While not confined to any one area, Coast Guard cutters primarily patrol the fish-rich waters of our Western Coast. Here halibut, tuna, salmon and the fur seal live, breed and add to the wealth of man by dying.

THE FUR seal whose sleek shiny coats are so valued by the world of high fashion, were well on their way to extinction by the end of the last century. Avaricious American and foreign hunters had been hunting mercilessly the huge seal herds on their breeding grounds in the Pribiloff Islands in the Bering Sea. By the 1890's their slaughter had become an international scandal.

In their lust for quick profit, the hunters killed indiscriminately, sparing neither pups or nursing mothers. Reports of the Revenue Cutter Service, immediate forerunner of the Coast Guard, tell how the decks of sealing ships often ran red with the blood of butchered animals.

By the turn of the century, the once great seal herd had dwindled to a meager 200,000. Finally under the pressure of world opinion, the four nations principally involved; Russia, Japan, Great Britian, and the United States, signed a convention in 1911, limiting the seal catch. The orgy of destruction was at last over. The convention terminated in 1941, but was renewed in 1957. A third treaty was negotiated in 1963.

So successful was the seal preservation program that by 1960 the herd had grown back to over one million. Biologists estimated that it had grown too large and they urged that it be reduced slightly. This was done and today the seal herd is thriving.

Fishermen catering to the great public appetite for halibut had been fishing unrestrictedly for this sea delicacy. But a sharp drop in the halibut catch in the 1920's brought a warning to the United States and Canadian fishermen that our halibut reserves were not limitless.

Actually, the problem had been intensifying since 1888, when a commercial fishery was established on the northwest coast of Washington. In 1924, the United States and Canada negotiated a treaty to "preserve and restore the Pacific halibut fishery to the peak level of production prior to the convention."

With more selective catches and increased insight into marine biology today's catch is in the neighborhood of 70 million pounds. More than the catch prior to the treaty!

Once again, with less greed and more intelligence, man has bettered his condition. In general, the treaty has been accepted. However, between 1966 and 1969 three Japanese vessels were seized by the Coast Guard for violations and returned to their government for prosecution under Article X of the convention.

The next time you have smoked salmon or another salmon product think of Coast Guard cutters patrolling the waters of the Pacific Northwest. Under the 1930 International Pacific Salmon Convention, the United States and Canada undertook to determine the reason for the decline of the Fraser River sockeye salmon runs and to find ways of restoring them.

AN ALL-OUT research program was begun in 1938 and completed by 1945. From more than 20 million fish a year down to less than two million then back up to more than 15 million, has been the result of international cooperation. Fish and wildlife experts aboard other Coast Guard vessels patrolling Alaskan waters insure similar protection for salmon in that area.

Even before "Charlie the Tuna" began angling for that hook on television, tuna was big business on the Pacific Coast. Since the early 1900's fishing for tropical tuna has represented a major segment of the fishing industry. The scope of this activity ranges from fishing for albacore as far north as Vancouver to yellowfin and skipjack tuna south along the Central and South American coasts, as far as Northern Chile. In 1950 the industry accounted for a staggering 300 million pounds.

The exceptionally rapid rise in fishing for yellowfin and skipjack in the Eastern tropical Pacific caused the United States and several of its neighbors to the south some concern about conserving tuna stocks.

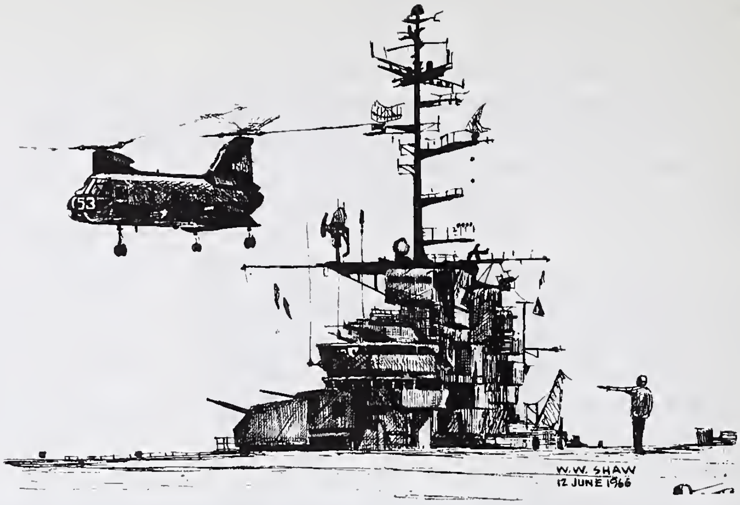
An outgrowth of this concern was a convention between Costa Rica and the United States establishing the Inter-American Tropical Tuna Commission. The purpose of the Commission was to find a way to keep the population of tuna and other fish in the Eastern Pacific Ocean at a level which would insure maximum catches each year.

IN 1969 THE Coast Guard was requested to provide surveillance of the tuna conservation area for the first time. This was a logical development since the United States accounts for about 88 percent of the total tuna catch in the eastern tropical Pacific. Currently, the Coast Guard provides both air and surface reconnaissance of the area in question.

A major aspect of the marine conservation effort is in the form of international treaties or conventions regulating the harvesting of sea products. Faced with the stark reality of hunger, the maritime countries of the world have shown a remarkable capacity to surmount fierce nationalisms in the common interest of enlarging the world's food supply.

Collectively, the marine conservation treaties could be regarded as a blueprint for survival in the closing years of this century. And, the Coast Guard is the watchman who prevents thieves from stealing our future.

FLIGHT DECK TEAM



JOSN James A. Rodrigues

FROM THE decks of escorting destroyers they are seen as great floating "bird farms". And, at that distance the aircraft carrier's operations appear to be a matter of birds arriving, leaving or encircling a giant roost.

Viewed from the flight deck of an aircraft carrier, the process of launching and recovering aircraft is a continuing life and death proposition involving what must be the Navy's most critical and demanding team effort.

The modern super aircraft carrier carries about 90 aircraft on board and every two hours, seven or more times a day, the ship turns into the wind to launch and recover aircraft. This happens night and day, in all sorts of weather when a carrier is "on station" in the Mediterranean or Western Pacific, performing its role in the Nation's defense.

A steam-catapult that operates like a slingshot, shoots the jets off the deck in 250 feet, and they land in the same amount of space by hooking a thick cable stretched across the deck with little hooks that protrude from their tails.

An A7A Corsair II jet fighter-bomber weighing 37,000 pounds takes off at about 155 knots (30 of them provided by the speed of the carrier). After normal flight operations it lands at about 130 knots weighing about 12,000 pounds less. This is due to fuel usage and armament expenditure.

Each operation begins with the announcement, "Flight Quarters, Flight Quarters," being passed over the

ship's loudspeaker system. A scramble ensues as men in various colored jerseys race up and down ladders to their flight quarters stations.

The colors of these jerseys demonstrate the complexity of flight operations: officers — — yellow; plane handlers — — blue; fuelers — — purple; fire fighters and ordnancemen — — red; maintenance personnel — — green; medical personnel — — white; and the landing signal officer — — black and white checks.

AT THE CENTER of the operations is the Air Operations office. Each day "air ops" produces an air plan which is passed to the squadrons, telling them which aircraft will be launched, giving times, missions, fuel loads; in fact, it shows in graph form the whole picture of the next day's flying.

With four catapults and precision arrangement of the aircraft in the hangar bay and the flight deck, the sequence of launching can be completed within 20 minutes and the rearrangement of equipment for the recovery of aircraft started. The entire launch and recovery cycle is normally carried out in a 90 minute period.

Plotting boards, television, and "Mickey Mouse" shaped earphones with radios assist in handling the aircraft.

In good weather the aircraft are returned to their carrier visually. Under poor visibility and at night the pilots are "talked" down by air controllers using radar until they can see the landing mirror and read the light signals of the landing signal officer. Most aircraft can be brought in by a fully automatic landing system.

Carriers launch their first four aircraft in about 45 seconds; thereafter, one every 30 seconds, for it takes about two minutes to get an aircraft set up on the catapult.

When the aircraft is ready to go, the deck crew flatten themselves alongside the catapult as the plane is hurled off the flight deck in seconds. Then they jump up to hook a bridle onto the nose of the next airplane that has already taxied into position for launch.

EVEN MORE critical is the recovery of aircraft. Landing at speeds in excess of 125 knots, the tail hook must come in contact with one of several wires stretched across the rear of the flight deck. These bring the plane to a sudden stop as they are pulled out against powerful hydraulic brakes located just below the flight deck. A man runs out to unhook the wire and scrambles back out of the way for the next landing.

Any mishap is loaded with danger in this environment and the success of Naval air operations can only be attributed to the skill and courage of the flight deck team.

If an accident occurs, firefighters are joined by the entire flight deck team in minimizing the incident and getting the flight deck cleared for the next landing. In extreme cases damaged planes are pushed over the side to permit the landing of aircraft low on fuel that have no other place to land.

When a jet lands, men run out with fuel hoses to promptly refuel the craft if another mission is to be flown. Ordnance is reloaded and plane handlers move the craft into position for the next launch in a matter of minutes. Planes experiencing mechanical failure that cannot be immediately fixed are taken below to the hangar deck for repairs.

WITH EVERYTHING working simultaneously the flight deck is a beehive of activity. Yet, every man must remain alert to the dangers of fire, a jet blast that could blow him overboard, or deadly propeller blades.

Overseeing the entire operation from the ship's island is the air operation's officer or "air boss". The men rely on themselves, their shipmates and their air boss for survival.

Some operations last for days and the flight deck team must function at all hours during these long periods. At times sleep and meals are missed. Pride in what they are doing and a feeling of accomplishment as an operation is successfully concluded make up for this.

Every operation comes to an end and ships head into ports of call or home. The flight deck team earns its rest as well as the special hazardous duty pay the Navy confers on it.

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